

EL PASO TRAFFIC REGULATIONS COMPARE WELL WITH EASTERN

Detroit Cops Don't Tag Your Car, They "Pinch" It; High Speed Is Permitted in Detroit and Cleveland Outskirts If Drivers Are Careful; Jitneys Are Now Scarce in the Eastern Cities.

EL PASO traffic regulation ranks high in comparison with that of the large cities of the east. The automobile editor of The Herald watched traffic conditions closely during a recent visit to eastern cities and while the El Paso regulations are not as stringent as in some eastern cities, Chicago for instance, they serve their purpose fully as well.

Chicago is from a driver's standpoint, one of the hardest cities in the country in which to handle a car. In the congested district, parking is practically prohibited all the time, though there are short periods in the forenoon as well as in the afternoon when cars may be parked on side streets for from ten minutes to half an hour. At other times cars are allowed to stop only long enough to let off or take on passengers. When you get your car into traffic of the windy city you are expected to keep up the pace set by the rest—no faster and no slower. The police cars regulate the crossings entirely by signals. Two men are assigned to all busy corners, one on foot and these men are stationed at the curb.

Pinch Your Car in Detroit. Detroit's traffic regulations are rather unique. For instance, when a car is left parked beyond the legal time limit, the cop doesn't put a tag on the steering post, as is done in El Paso. Instead, he calls up a "hurry-up" wagon and your car is "pinched." The police car takes your car in tow to the automobile pound. At the time the automobile editor was in Detroit, this fee for getting a car out of pound was \$3 but it happened that one of the editors of Detroit had been compelled to pay the pound fee for a car which he had parked in a "pinch" and he figured the fee too high. This sidekick tried to have the fee reduced to 50 cents but it was finally set at \$1.

The main arteries of traffic in Detroit, such as Woodward avenue, Michigan avenue, Grand River boulevard and Grand boulevard, are fairly wide and the traffic rule calls for cars and vehicles to file when traffic is congested. At the Campus, the heart of Detroit, where six streets converge, the traffic is very heavy and is regulated by a "pinch" system. In fact, this seems to be the rule in all the eastern cities, where a mile an hour is regarded as a safe speed except in busy sections. Safety zones are marked out at all street corners—Detroit street cars stop only at every other street intersection—and motorists are not held up while street cars are taking on or letting off passengers.

Always Any Speed, If Careful. The speed limit in Detroit is 15 miles an hour. This is strictly enforced down town but once out of the busy section, the limit is 20 miles an hour without being molested, so long as there is no traffic. In fact, this seems to be the rule in all the eastern cities, where a mile an hour is regarded as a safe speed except in busy sections. Safety zones are marked out at all street corners—Detroit street cars stop only at every other street intersection—and motorists are not held up while street cars are taking on or letting off passengers.

Shutty It Out in Cleveland. Cleveland is the driver's paradise. True, the traffic rules are fairly strict but they are not complicated and are very much the same as in El Paso. The speed limit is not so strictly enforced in the suburban districts as it is here and the police seem to assume that the motorist will use common sense in driving and stick to the motto "Safety first." Despite over a foot of snow in Cleveland, the writer found that a Stearns-Knight car enabled him to make his call quicker and more comfortably—deeper below zero weather than the

street cars, which were not heated owing to the scarcity of coal. The semaphore system, which was tried here in Cleveland, was found to be a question when the writer was in Buffalo. Snow had fallen all the previous night and subzero weather added to the discomforts of motoring. The streets had not been cleared and snow was piled from one to four feet deep except where the street cars were running. One noticeable thing about the motor traffic in Buffalo was the large number of Franklin operating for the owners didn't have to worry about frozen radiators and their light weight made them the best car for the hard travel conditions.

Park in Street Center. In some of the smaller cities of the middle west, it seemed rather strange to see cars parked in the middle of the street, with traffic passing on both sides. This was the case in several Illinois and Kansas cities. The St. Louis traffic cops seemed to have a fairly easy time. Despite the fact that there is little snow in that city and that all the downtown streets were clear, few passenger cars were seen from taxis, which are in use though St. Louis has an unusually large number of motor trucks.

Three years ago, all the eastern cities—as well as El Paso—were wrestling with the jitney problem. That now seems to have solved itself. In the big cities the jitneys are practically unknown. Chicago has a line of motor buses which travel on Michigan avenue and through the "loop" district but these are far different from the jitneys we have in El Paso. These buses are huge undergarment trucks, with a low hung body that leaves a clearance of about five inches. They carry about 20 passengers in the enclosed portion, while as many more may be accommodated on the upper deck, when weather conditions permit.

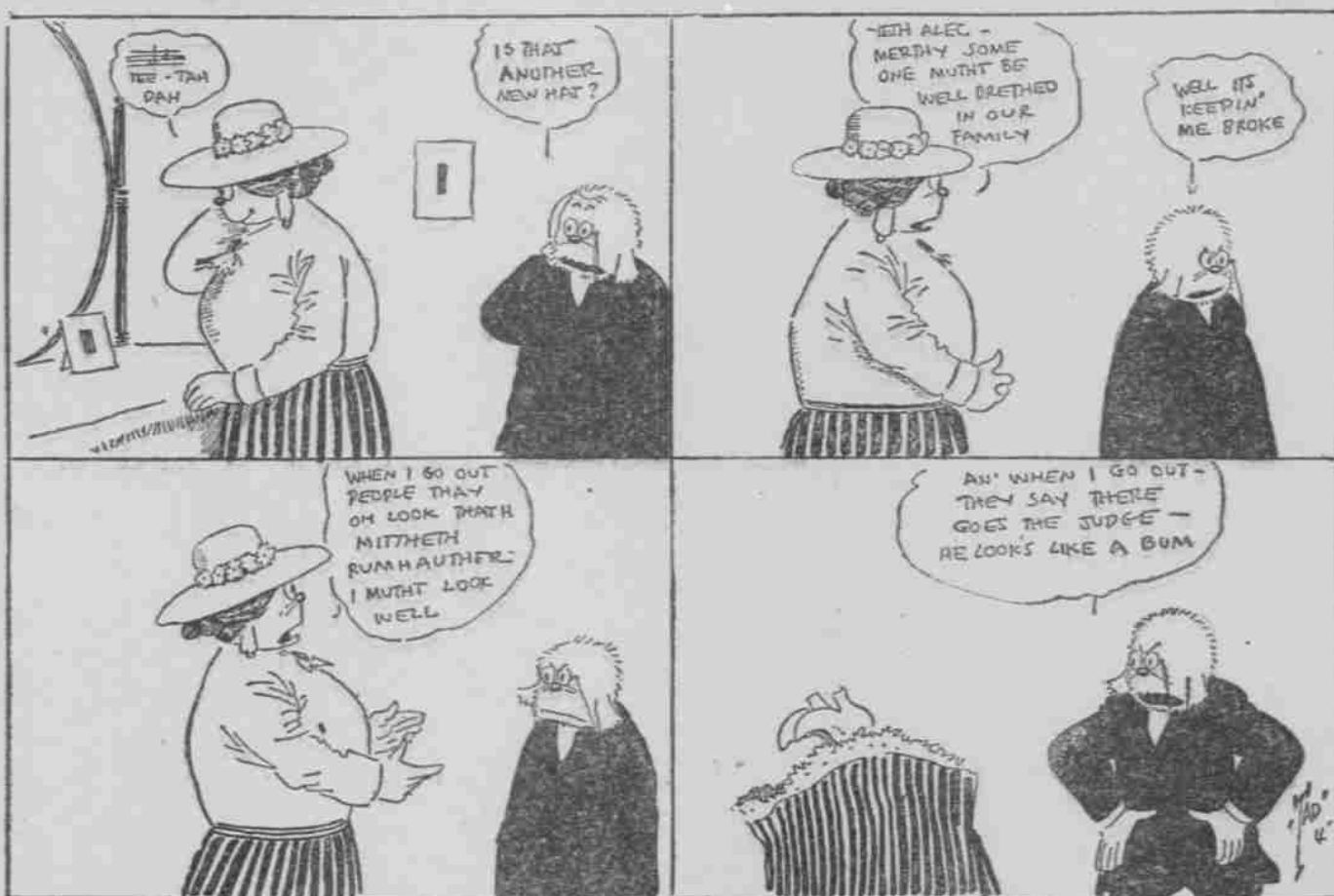
The only passenger bus operating in the downtown section of Detroit is a large white truck with a miniature street car. This is operated by a department store and carries passengers from the ferry landing at the foot of Woodward avenue to the store, four blocks above Grand Circus park.

Landing Favors the Buses. Lansing, Mich., has the jitneys yet but 75 percent of the cars operating there are the 14-passenger Studebaker buses, which El Paso had a couple, one on the Smelter line. In the cold weather, these buses are hauled by oil stoves and they have practically eliminated the jitneys from the business. The Studebaker buses, which were operating had a unique arrangement which made them practically semi-enclosed. Instead of side curtains, a canvas cloth was drawn across the sides and there were no curtains to pull aside when passengers got in and out. Akron, O., also had some of these cars in the jitney business but again the big traffic went to the Studebaker buses and a few big buses were operating. These buses are very much like the big eight-wheelers operated here by the City Service company. They carry big loads and are used in the morning, late in the afternoon and after lunch and then back in the evening. The writer saw several in front of the Goodyear plant waiting for a noon load when he was there.

Jitneys in Detroit Suburbs. On the outskirts of Detroit, there are a number of jitney lines. Detroit's street car system is the target for commuters from the suburbs and the city council, and several jitney lines seemed to enjoy a good traffic in the Highland park district, around the huge Ford plant, where 20,000 men are now employed. On the seven-mile road, quite a number of Studebaker buses are operating.

Jitneys flourish in Alhambra, Mich., the home of Republic trucks. Alhambra has been "made" by the Republic factory and, as yet, has no street car lines. As a result, the jitneys have things all their own way and do a flourishing business. The cars oper-

OLD JUDGE RUMHAUSER



MORE CHANGES IN THE BUICK

Two Bridegrooms Join the Staff; New Service Plan Started.

Grover Pickrell, the new manager of the Ramming Motor company, believes in doing a thing thoroughly or not at all. In the belief that Buick owners are entitled to the best service that money can buy, Mr. Pickrell placed the service department of the Ramming company in the charge of a man who spent some years as shop foreman of the Buick branch at St. Antonio and who, since then, gained an excellent reputation in this city as an auto mechanic. C. E. Mommyer is the new foreman and he celebrated his new job by getting married, making the first bridegroom for the new management.

But Mr. Mommyer wasn't allowed to grab off all the honors in the matrimonial line. E. Mason, of Deming, was engaged for the El Paso staff by Sam Watkins and it came out that Mr. Mason was also engaged elsewhere for when he got ready to come to El Paso he brought along a new Mrs. Mason, thus becoming a bridegroom number two. Now management declared that matrimonial fever may break out anywhere with the Buick.

BEN CLEMENTS DUE HOME. Ben Clements, of the Borderland Auto Supply company, is expected home Sunday after a month in New York and other eastern cities, during which visit he took in the New York auto show and sampled the latest gastronomic delights of the New York chefs.

IN REGARD TO VALVE GEARS

Expert Describes Their Operation and Tells Effect of Wear or Injury; How to Detect the Trouble in Valves and Methods of Making Repairs.

THE automobile engine is much like a human being in one particular, its functional well-being is largely dependent on a respiratory system. By this expression, we mean that part of its mechanism that has to do with breathing. In of the fuel vapor and the expelling of the burned gases after combustion has taken place. The respiratory function of the engine is controlled by the valves. If the valves which permit the fuel to enter the combustion chamber do not perform their work properly, much of the power of the motor will obviously be lost. Again it is just as important to get the burned gases out of the way after combustion for their continued presence in the combustion chamber will contaminate the fresh fuel. Granting then the importance of the valve system, a brief study of the unit, its common faults and how to remedy them may be interesting and helpful.

To begin with here are five definite types of valve gears. The most popular is the overhead valve, which is operated by a camshaft, operating pushrods, which directly control the valves. This is the type that is most commonly used by far the component type of power plant. The next type is the valve-in-head, which means that the valves are located in the heads of the cylinders, the operation being achieved by means of vertical rods and rocker arms. The third type is the side valve, which is operated by vertical rods, which extend up from a crankshaft, by a primary camshaft. The next valve type is known as the T-head, which operates on the same principle as the L-head, but has two camshafts, one for intake and the other for exhaust valves. The fourth type also has valves in the heads of the cylinders, but the camshaft is placed on top of the cylinders instead of being in the crankcase. The final type is the sleeve valve, which are simply ports in sliding sleeves which are actuated by eccentric shafts, corresponding to the camshafts of ordinary practice.

Operation of Valves. Most car owners understand something of the way in which valves are operated, but they shall describe the operation briefly. The camshaft is geared to the crankshaft and as it revolves the cams are brought into contact with the valve lifters, which is a cylinder bit of steel, moving up and down within a guide. As the lifter is forced up by the pusher, the valve opens against the resistance of a spring. When it reaches its limit of upward movement, it sinks down again and the spring closes the valve. Obviously the position and size of the cam and other parts of the valve gear must be accurately determined to keep the valve open for just the proper length of time. Also the valves must open at the right instant in relation to the position of the piston. It will be evident that wear in certain parts of this valve system will cause derangement of the entire operation of the respiratory system of the engine.

The modern in-cylinder engine design is to keep the entire valve mechanism exposed to a perpetual spray of oil from a piston pin guide provided, but in others the valve system is located inside the crankcase, where it gets splash lubrication from the connecting rods. As a result of this tendency the wear and consequent noisy operation of the valve system, which used to be almost universal, has been largely eliminated. Nevertheless, the average car owner does not give his valve system the care or rather watching that it needs and small things often develop into big failures for lack of a small attention in time.

Leakage of Oil. For instance, it is not uncommon to find an excessive leakage of oil down the side of the valve. This is caused by wear of the valve stem or stem guide, usually brought about by insufficient lubrication. Something may have prevented oil from reaching the mechanism and the result has been excessive and rapid wear. Or he condition may be caused by the fact that the valve is pushed sideways whenever it is raised, because of a bent stem, a worn tappet or stem bottom. If frequent happens, the stem will be struck at one point only, inducing excessive side thrust, wearing the valve stem guide. When the guides have been worn in this way it is possible to reap them out and fit valve with oversize stems. An alternative repair is to fit bronze bushings in the guides, if these are not already there. Whenever the valves are taken out for any reason, they should be examined for bent stems and for play in their guides. In inspecting the stem it is best to use a steel square, as the eye often fails to detect a slight bend.

Another faulty condition is wear of the tappets, which causes a clapping in their guides, a very annoying condition, the existence of which may be detected by shaking the tappet with the fingers, after the spring pressure has been removed. The methods of overcoming this clapping are almost as many as the number of tappet as-

semblies and in some cases a new unit is necessary.

Effect of Worn Cams. One of the component of the valve failure is worn cams. The worn cam acts against its followers and wears still it alters the lift of the valve. This has the effect of shutting off part of the fuel supply of the engine, or of reducing the time for scavenging so that all the burned gases cannot escape from the combustion chamber. The only remedy for this condition is to install a new camshaft.

In making adjustments in the valve gear system, the work should always be carried out while the parts are hot. They run hot when the engine is operating and the adjustments are made when they are cold, the expansion that occurs after the metal is heated may spoil the whole adjustment.

Valves cannot do their work properly unless they are seating accurately. This means grinding, when necessary. When grinding the valves and seats do not forget to give the springs a little attention. See that all of them are straight and that the valve springs are all of equal length. The exhaust set will be a little longer, probably, than the inlet set, because they exert a greater pressure.

Expect New Records Will Be Set At The Chicago Auto Show

New York, Jan. 18.—America's billion dollar automobile industry is beyond the range of the world's war guns. This is the verdict of the 18th annual New York automobile show, which closed last Saturday night after a most successful run of seven days at the Grand Central palace, a verdict brought in by thousands of enthusiastic visitors who broke all attendance records and 250 optimistic exhibitors of motor cars and accessories.

"The attendance and sales that this year's show brought forth is indisputable proof that the automobile is an essential factor in American life, whether America be at war or with sword sheathed, and presages another year of prosperity for the motor car industry," said George Dickson, president of the National Motor Car and Vehicle corporation of Indianapolis.

"It is one of my boasts that I have never missed a New York show since the birth of the automobile display in 1901, but to these I give I have never felt as encouraged over the future of the industry as I do on the closing day of the 18th production. The show has proven to me that there is just as great a demand for cars today as there was in the peaceful years of the past even though the country is now a participant in the greatest war of all time."

When the curtains dropped at the Grand Central palace, the exhibiting companies, with very few exceptions, showed the cars and accessories to Chicago, where the second of the bi-national automobile shows will open at the College on January 3. Encouraged by the success of the New York show, automobile manufacturers expect to break all sales records at Chicago, center of the motor car market in the country since it dominates the agricultural states that produced a crop valued at \$12,000,000 last year.

BEN WILTON OPENS UP. Ben Wilton is the latest arrival in automobile ranks. He purchased a Vette car this week from Sam Watkins and announces that he will have a real up to the second service stand.

MOTHERS, DO THIS—

When the Children Cough, Rub Musterole on Throats and Chests

No telling how soon the symptoms may develop into croup, or worse. And then when you're glad you have a jar of Musterole at hand to give prompt, sure relief. It does not blister. As first aid and a certain remedy, Musterole is excellent. Thousands of mothers know it. You should keep a jar in the house, ready for instant use.

It is the remedy for adults, too. Relieves sore throat, bronchitis, tonsillitis, croup, stiff neck, asthma, neuritis, headache, congestion, pleurisy, rheumatism, lumbago, pains and aches of back or joints, sprains, sore muscles, chilblains, frosted feet and colds of the chest (it often prevents pneumonia). 30c and 60c jars; hospital size \$2.50.



OVERLAND OPENS AT LAS CRUCES

L. E. Gillett Will Be in Charge of Upper Valley for Local Firm.

The El Paso Overland company has opened its first branch and L. E. Gillett, formerly sales manager of the Las Cruces branch and in charge of Overland, Willys "taxi" and Willys-Knight sales for Dona Ana county. The change has long been under consideration, according to F. M. Bannell, but it took war times to bring it to a climax. Mr. Gillett is very popular in this city, both in automobile and fraternal circles, and his friends are glad that he is to remain close enough to El Paso to motor in occasionally to renew his friendships.

LEWIS BACK ON JOB. B. E. Lewis, manager of the local branch of the Babbitt-Polignac company, is back from a trip to the best offices of the company in Phoenix and Flagstaff, Ariz.

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OUR idea of Service is that a Buick owner must be fully satisfied with his car and its operation at all times.

Carrying this idea into effect means the operation of the best Service Station money can get.

We want all Buick owners to know that our Service Station is now under the management of an expert Buick man. We ask all Buick owners to bring their cars around for inspection. An unusually high standard of service is now guaranteed.



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Big Six, Touring	\$1655
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Little Six, Roadster	\$1395
FOURS	
Touring	\$900

"The Home of the Buick"

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Sam Watkins, Gen'l Mgr.
Phone 4068

Borderland Now Has More Room to Care For Growing Trade

The fast growing accessory business of the Borderland Auto Supply company necessitated another change in the salesrooms of that company and Jim Howard is very proud of the changes that have just been completed.

A new arrangement of the showroom has been effected and much more room is available for the big stock. The windows have been entirely changed and better displays may now be made. The coming week will be "open house" at the Borderland.

A. F. Simpson Company Takes The Business Of Simpson-Rice Company

Announcement was made Friday of a change in the firm name of the Simpson-Rice company. A. F. Simpson has long been the active head of the firm and in future the firm will be known as the A. F. Simpson company.

"We will continue to handle the White cars and trucks, Reamer passenger cars and utility trailers," said Mr. Simpson, "and it will be our aim to give even better service in the future than has been done in the past."

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